

# GOLD LINE

IMAGINE THE CONNECTIONS



## Metro Gold Line Foothill Extension Status Update

# FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

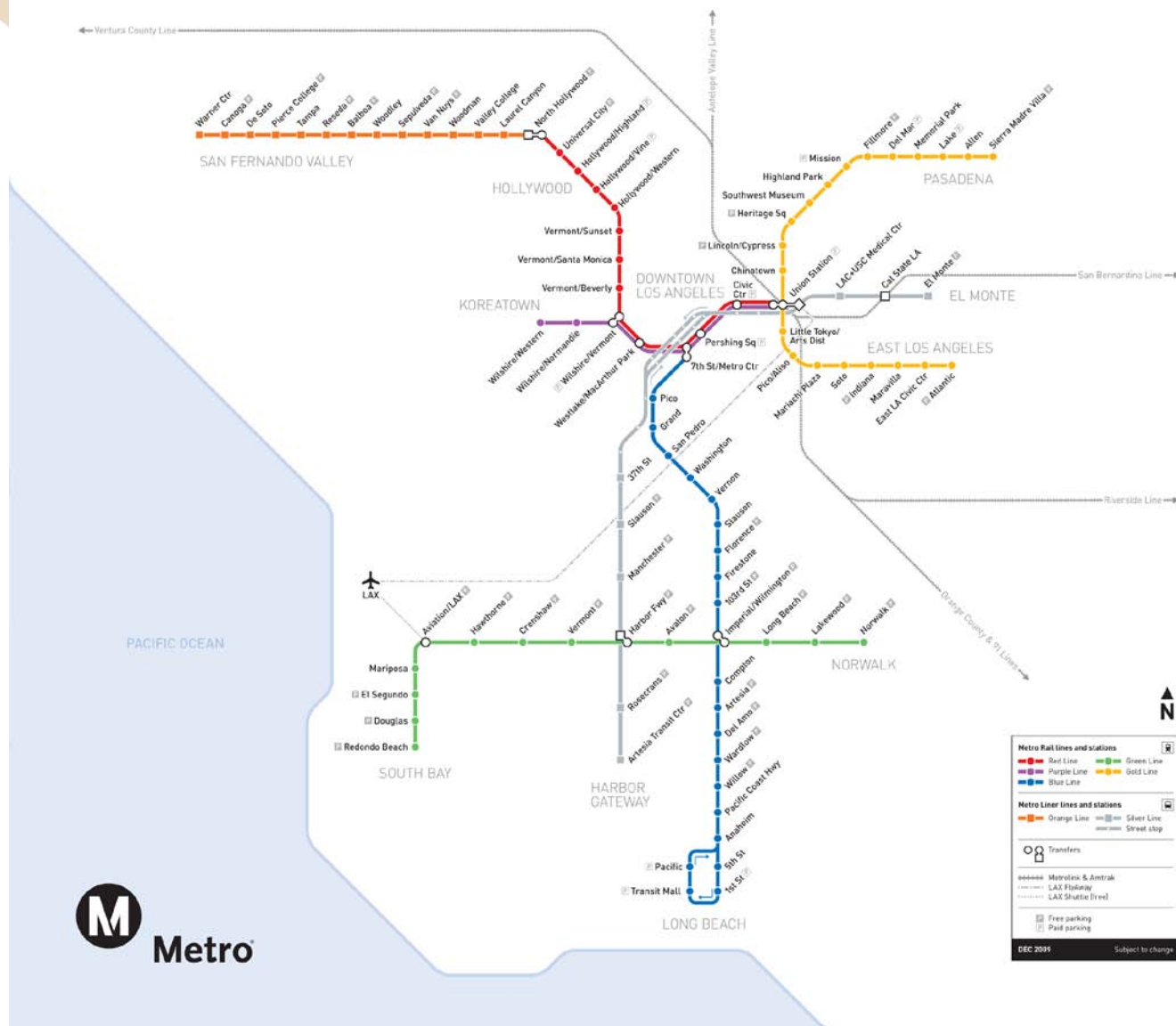
November 2010



# Go Metro

## Rail System Map 2010

metro.net





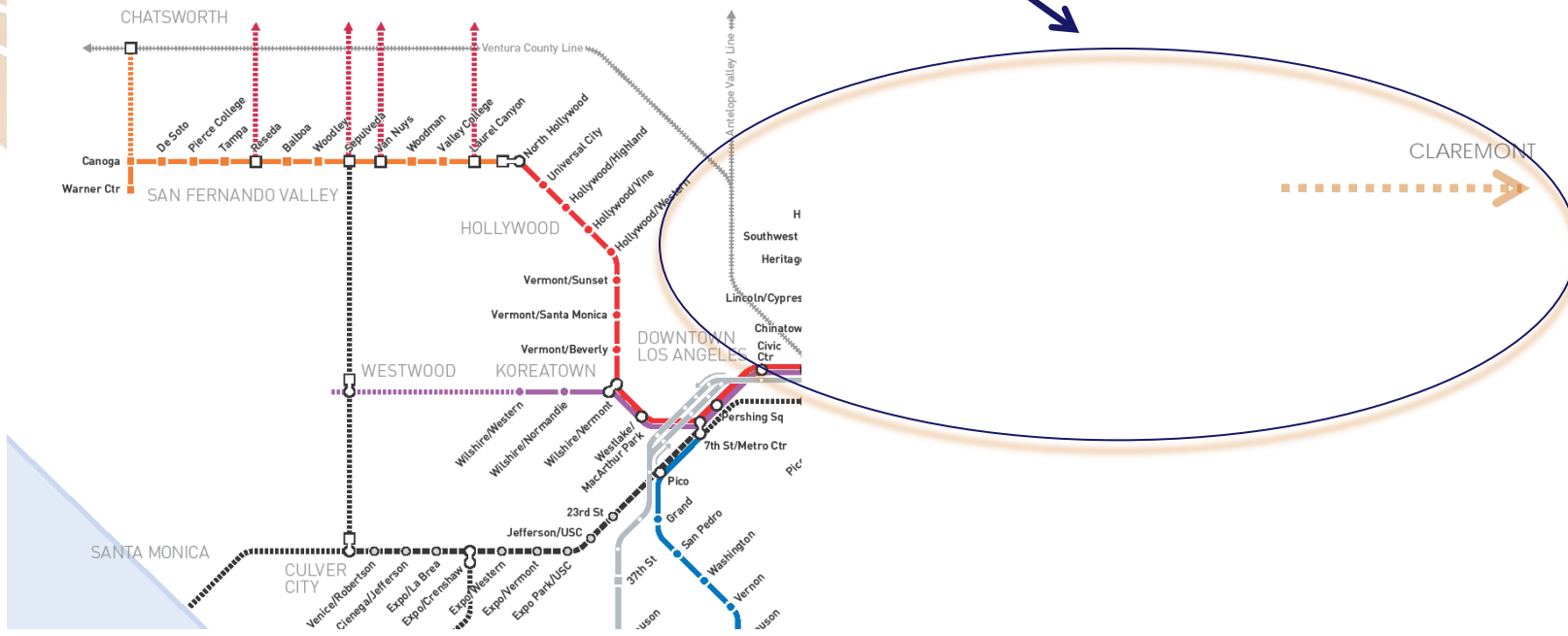
## 2010 Long Range Plan - Rail



Projects partially  
funded by Measure R



# Construction Authority Responsibility





# Construction Authority

## CREATION AND POWERS OF THE AUTHORITY:

SB 1847 sponsored by State Senator (now Congressman) Adam Schiff effective January 1, 1999

Scope included current Metro Gold Line from Union Station to East Pasadena, and any fixed guide way to the county line

SB 1847 also provides the necessary powers to complete the project:

- the ability to acquire right-of-way
- issue debt
- enter into joint development agreements
- relocate utilities
- accept grants, fees and allocations from all funding sources
- enter into design build contracts



# Board of Directors

**Ed P. Reyes**  
**2<sup>nd</sup> Vice Chair**

Appointee of  
**City of Los Angeles**  
and  
Council Member,  
**City of Los Angeles**

**John Fasana**  
**Member**

Appointee of  
Los Angeles County  
**Metropolitan Transportation Authority**  
and Council Member,  
**City of Duarte**

**Keith Hanks**  
**Chair**

Appointee of **City of South Pasadena**  
and  
Council Member,  
**City of Azusa**

**Sam Pedroza**  
**Member**

Appointee of  
**San Gabriel Valley Council of Governments**  
and  
Mayor Pro-Tem, **City of Claremont**

**Doug Tessitor**  
**1<sup>st</sup> Vice Chair**

Appointee of  
**City of Pasadena**  
and  
Mayor Pro-Tem,  
**City of Glendora**

**Dan Evans**

**Member, Non-Voting**  
City of South Pasadena

**Lara Larramendi**

**Member, Non-Voting**  
Gubernatorial Appointee

**Bill Bogaard**

**Member, Non-Voting**  
Mayor, City of Pasadena



# Joint Powers Authority (JPA) and Technical Advisory Committee (TAC)

Board of Directors  
Construction Authority

JPA & TAC  
City Representation

Arcadia

Monrovia

Duarte

Irwindale

Azusa

Glendora

San Dimas

La Verne

Pomona

Claremont

Montclair

Ontario

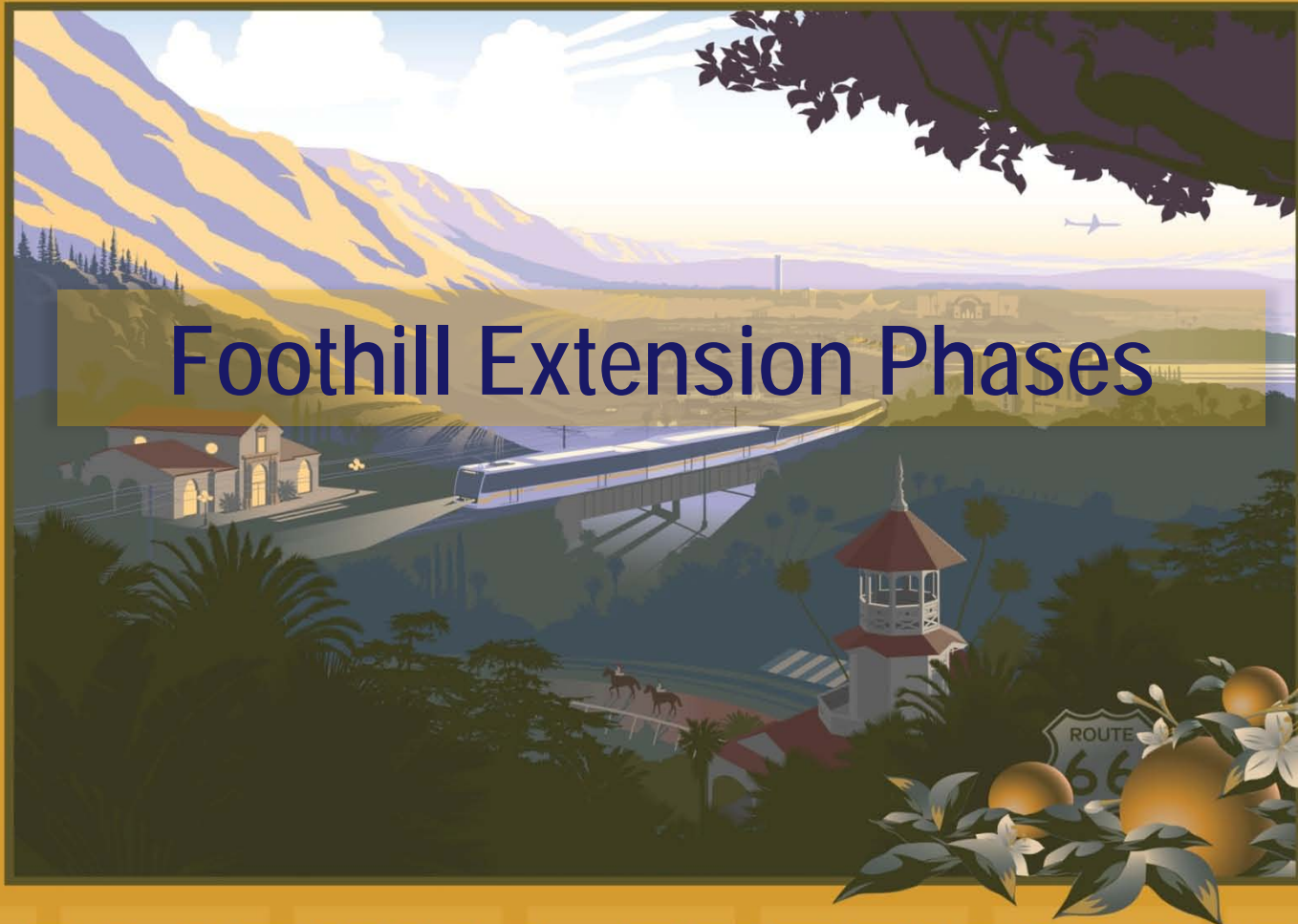
The Joint Powers Authority (JPA) meets on a monthly basis. Membership includes appointed council members.

The Technical Advisory Committee (TAC) meets monthly and is comprised of city managers or their staff appointees.



# GOLD LINE

IMAGINE THE CONNECTIONS



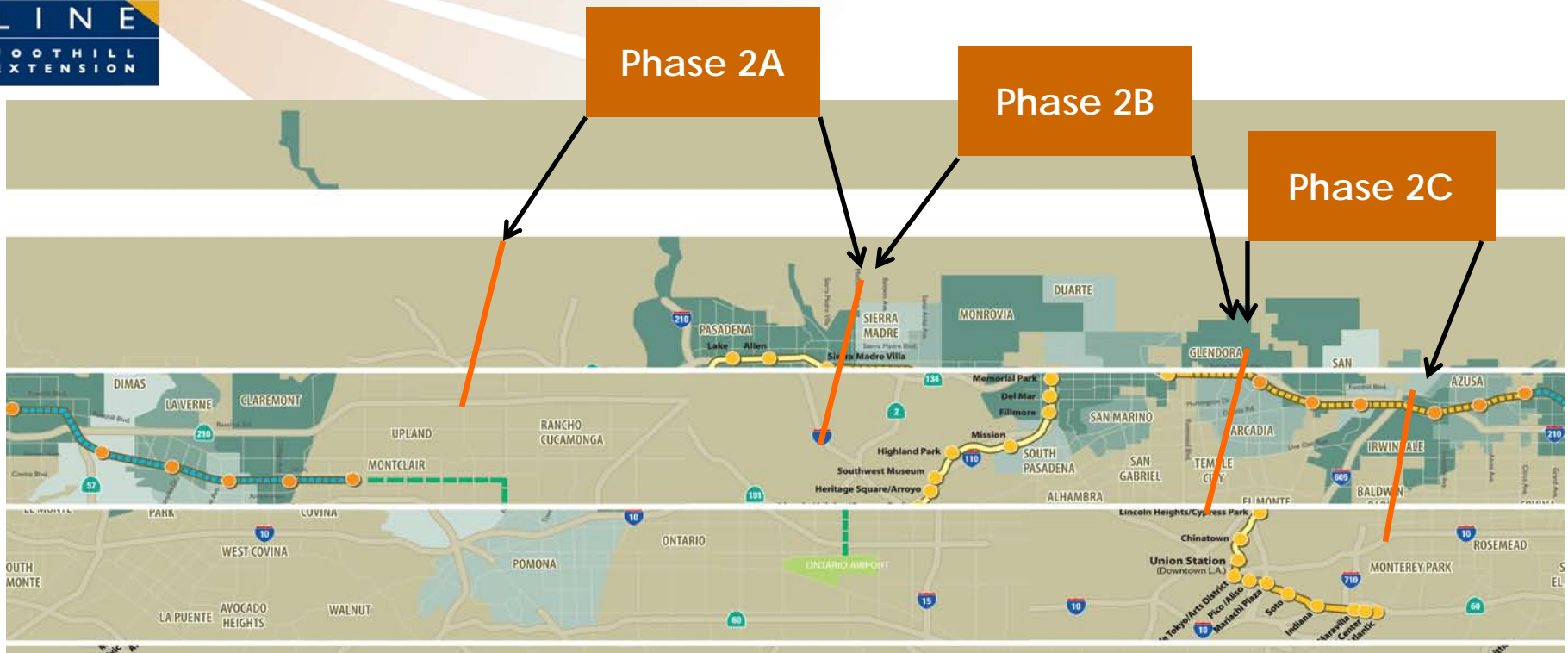
## FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY





# Foothill Extension Phases



**Phase 2A (Pasadena to Azusa) – 11.5 Miles, 5 Cities, 6 Stations**

- Fully Funded through Measure R

**Phase 2B (Glendora to Montclair) - 12.5 Miles, 6 Cities, 6 Stations**

- Partially Funded through Measure R (residual from Phase 2A)

**Phase 2C (Ontario Airport Extension) - Approx. 8 Miles/Unfunded**



# Phase 2A (Pasadena to Azusa) Design-Build Packages

Phase 2A  
Alignment

Iconic Freeway  
Structure

Phase 2A comprises multiple design-build packages

- (1) Iconic Freeway Structure
- (2) Phase 2A Alignment (stations, bridges, crossings, M&O facility, etc.)
- (3) Parking Facilities (future procurement)

# Artist's Vision for Freeway Structure



Design-build contract awarded June 2010: Skanska/AECOM

- Create a gateway to the Valley that celebrates the local cultural heritage.
- Key element: supporting column design inspired by the respected basket making tradition of the local Native American settlers of the region





# Phase 2A Alignment Elements

*Track*



*Stations*



*Crossings*



*M&O Facility*



**Phase 2A Alignment includes:** Rail Track Alignment, Bridges, Crossings, Stations, Utilities, Systems, Signals, and M&O Facility – **RFP Issued 8/30/10**



# Maintenance and Operations Facility



- New 25-28-acre facility
- Provide adequate capacity for Phases 1, 2A and 2B, as well as other regional light rail lines
- Currently going through environmental review for two alternative locations



# Competing (Shortlisted) Teams

Prime	Design
Keiwit Pacific	Parsons Transportation Group
Shimmick Construction Company	URS Corporation
Skanska USA Civil West California District	Balfour Beatty USA

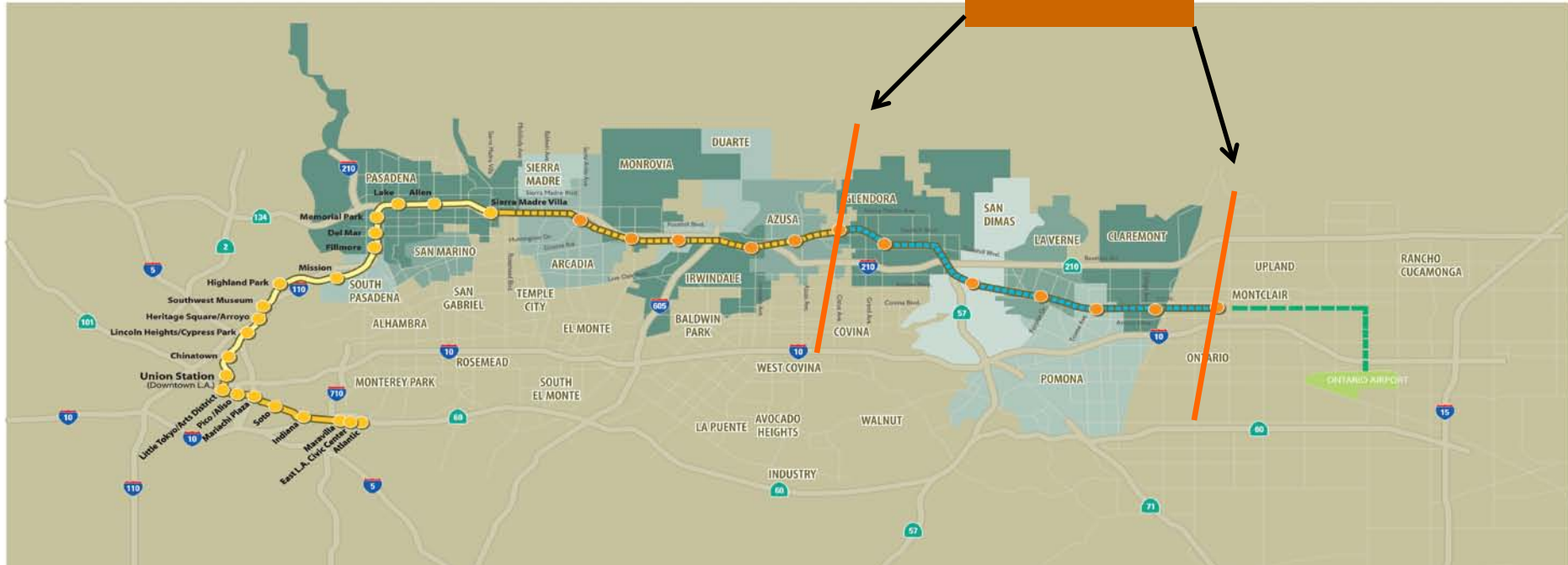
- Design-Build-Finance Teams were shortlisted for Phase 2A Alignment Package – April 22, 2010
- Proposals Due – January 2011
- Contract Award – April 2011 (anticipated)





# Phase 2B: Glendora to Montclair

Phase 2B



- 12.5 Miles, 6 Cities, 6 Stations
- Partially funded through Measure R (residual from Phase 2A)
- Completed: Alternative Analysis (LPA selected), Draft EIR/EIS, Project Definition Report, Preliminary Station Design
- Underway: Final CEQA/NEPA Clearance and Preliminary Engineering



# Phase 2B CEQA/NEPA Process

Activity	2010	2011	2012
Update and Refine Technical Study	May – Nov.		
Public Involvement	June 2010 – November 2011		
Draft EIS/EIR	June 2010 – June 2011		
Update Conceptual Engineering	June 2010 – April 2011		
Review Draft EIS/EIR		March – Aug.	
CEQA Clearance		Nov. ✓	
Final EIS/EIR with ROD/NOD		Sept. – April 2012	



# Phase 2C: Ontario Airport Extension

Phase 2C



- Approx. 8 Miles
- Unfunded
- Completed: Strategic Planning Study (2008)
- Next Step: Alternatives Analysis (contractor selected, awaiting funding commitments)





# GOLD LINE

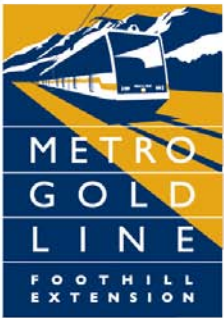
IMAGINE THE CONNECTIONS



Shared Corridor

## FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

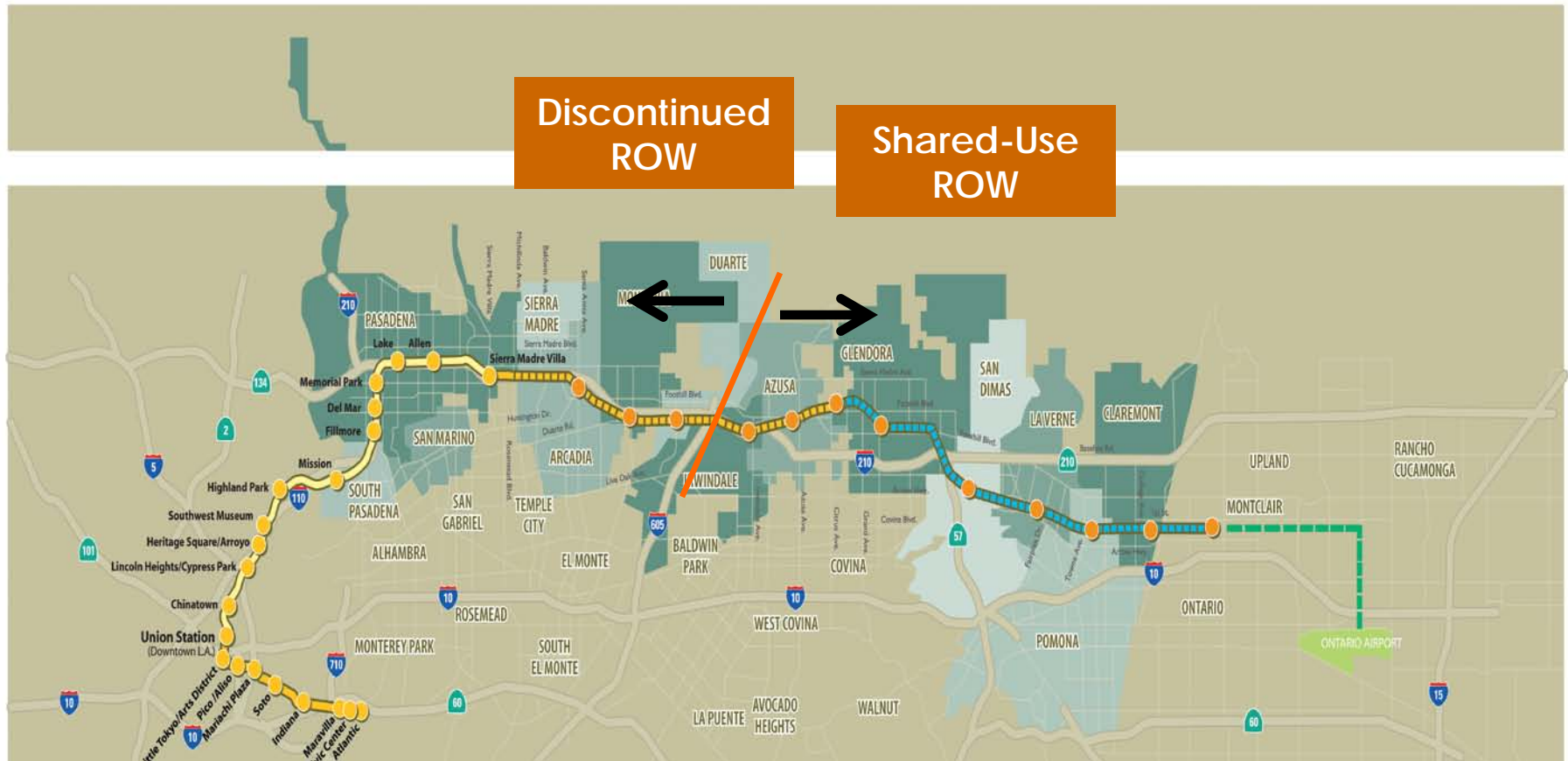


# Shared Corridor

- In the early 1990's Metro purchased various portions of railroad property
- The right-of-way to be used for the Foothill Extension was among the railroad property purchased
- Metro and the Atchison, Topeka and Santa Fe Railway (now BNSF) entered into a Shared Use Agreement
  - Gave BNSF the right to use the Foothill Extension right-of-way for freight service
- SCRRA (Metrolink) is responsible for maintenance and dispatching



# Shared Corridor – Future Condition



- Discontinue freight service west of San Gabriel River
  - Two light rail tracks west of San Gabriel River
- Shared use corridor east of San Gabriel River
  - Two light rail tracks and one freight track east of San Gabriel River

# GOLD LINE

IMAGINE THE CONNECTIONS



Creating Jobs/Economic  
Stimulus

## FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY



# LAEDC Economic Impact Report\*

**During construction, Phase 2A will generate:**

- **Nearly 7,000 new jobs**
  - **More than one-third in the construction sector**
  - **Equivalent to 8% of jobs lost in construction during past two years and 2% of total industry employment**
- **Nearly \$1 billion in total economic output**
  - **More than \$300 million in employee earnings**
    - **over 40% from construction jobs**
  - **Nearly \$40 million in tax revenue**
    - **state income taxes, sales taxes, local fees**
- **Phase 2A construction began June 2010 and is anticipated to be completed December 2014**

\* Source: Los Angeles Economic Development Corporation's Jan. 2010 Economic Impact Study of the Foothill Extension Phase 2A



## Impact of Project in Southern California by Industry Sector

Industry Sector	Output (\$ million)	Jobs	Earnings (\$ million)
Agriculture	\$ 3.2	30	\$ 0.6
Mining	3.0	10	0.7
Utilities	14.3	20	2.5
Construction	321.9	2,630	126.4
Manufacturing	124.6	420	22.0
Wholesale trade	33.9	170	10.8
Retail trade	51.6	690	16.9
Transportation and warehousing	23.7	160	7.7
Information	23.1	90	5.6
Finance and insurance	49.2	190	13.2
Real estate	66.1	140	4.4
Professional, scientific and technical services	85.7	730	39.8
Management of companies	13.2	70	6.8
Administrative and waste management	28.0	360	12.5
Education services	6.4	100	2.9
Health care and social assistance	35.5	370	17.2
Arts, entertainment and recreation	6.2	100	2.5
Accommodations and food services	19.8	400	7.6
Other services	21.1	210	6.9
Households	n/a	50	0.5
<b>Total *</b>	<b>\$ 930</b>	<b>6,900</b>	<b>\$ 308</b>

\* May not sum due to rounding

Source: LAEDC

2008 dollars





# Future Job Outlook

- **Future Phases**
  - Phase 2B is similar in scope and size to Phase 2A
    - Total jobs and economic impact are estimated to be similar
  - Phase 2C is estimated to cost less than ½ of Phase 2A
    - Total jobs and economic impacts will therefore be considerably reduced, but significant
- **Transit-Oriented Development (TOD)**
  - Cities have planned and invested in TOD around their future stations
  - Jobs and economic output associated with construction of these developments will be significant and long-term



# DEL MAR STATION

## TOD SUCCESS STORY



Pasadena Place



Palermo



Archstone Del Mar Station



DeLacey at Green



Messina





# GOLD LINE

IMAGINE THE CONNECTIONS



## Funding Status/ Program Look-Ahead

# FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

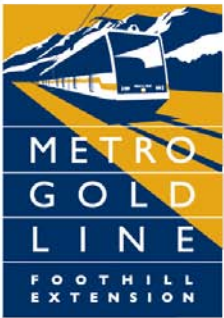


# Cost to Construct by Phase

Project Costs	Cost Estimate (ROM)
Phase 2A (Pasadena to Azusa)	\$690 million
Phase 2B (Azusa to Montclair)	\$600 million
Total:	\$1,290,000 million
Revenue	
Measure R (Committed Funding)	\$810 million
Additional Funds Required:	\$480 million
Total:	\$1,290,000 million

Extension under Study	
Phase 2C (Montclair to LA/Ontario International Airport)*	\$500-700 million

\* Includes construction and right-of-way acquisition costs.



# Phase 2A Financing Update

- Metro issuing bonds in November 2010 on anticipated Measure R revenues
- Bond sales would provide adequate funding for the Foothill Extension Phase 2A project as soon as the project requires them
- Obtaining financing through a design-build-finance model is no longer necessary
- Result:
  - Saves tens of millions of dollars
  - Provides a more efficient procurement process



# Funding Phase 2B & 2C

## Phase 2B (Glendora to Montclair)

- Residual Measure R Funds
- Undetermined Federal Funds \*

## Phase 2C (Montclair to LA/Ontario International Airport)

- Undetermined Funds

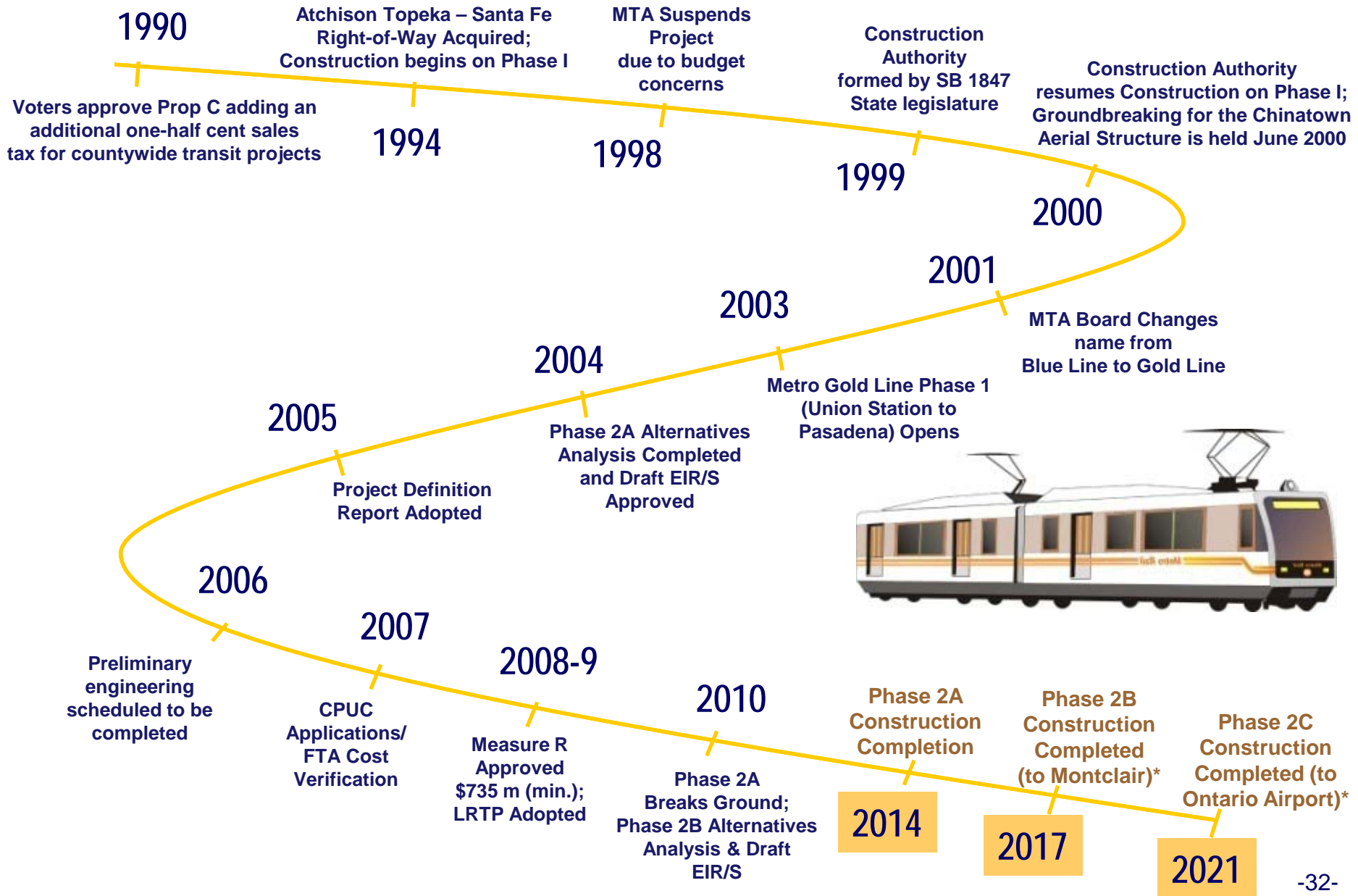
\* Phase 2B is identified as a priority project within Metro's 2010 adopted Long Range Transportation Plan, but prohibits the project from seeking Federal New Starts funding.



# Program Look-Ahead

	Jan.-June 2010	June-Dec. 2010	Jan. -June 2011	June-Dec. 2011
ICONIC FREEWAY STRUCTURE				
➤ DB Team Procurement ➤ Award Contract	RFQ/RFP		✓	Final Design/Construction
PHASE 2A ALIGNMENT				
➤ RFQ ➤ Shortlist Prequalified Teams ➤ RFP – Preparation & Issuance	RFQ/RFP		✓	Final Design
PHASE 2B CEQA/NEPA				
➤ RFP ➤ Award Contract ➤ Studies	RFP	✓	DEIR/S & Conceptual Engineering Studies (ROD - April 2012)	
PHASE 2C ALTERNATIVES ANALYSIS				
➤ RFP ➤ Award Contract ➤ Study	RFP	✓	AA Study	

# The Journey Continues







# The Completed Metro Gold Line: Connecting Los Angeles, the San Gabriel Valley and Inland Empire



# GOLD LINE

IMAGINE THE CONNECTIONS



## FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY